Exemption No. 8271

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20591

In the matter of the petition of	*	
THE AIR MUSEUM— PLANES OF FAME	*	Regulatory Docket No. FAA–2003–14731
for an exemption from §§ 91.315, 91.319(a), 119.5(g), and 119.21(a) of Title 14, Code of Federal Regulations	*	

PARTIAL GRANT OF EXEMPTION

By letter dated February 11, 2003, Mr. Chris Fahey, Airshow Coordinator of the Planes of Fame Air Museum (PFAM), petitioned the Federal Aviation Administration (FAA) on behalf of the PFAM for an exemption from §§ 91.315, 91.319(a), 119.5(g), and 119.21(a) of Title 14, Code of Federal Regulations (14 CFR). The proposed exemption, if granted, would permit PFAM to operate its former military North American P-51D, Curtis P-40, Chance Vought F4U-1A, Douglas SBD-5, and North American B-25 aircraft, which have been issued either limited or experimental category airworthiness certificates, for the purpose of carrying passengers on local flights in return for receiving donations.

The petitioner requests relief from the following regulations:

> Section 91.315 prescribes, in pertinent part, that no person may operate a limited category civil aircraft carrying persons for compensation or hire.
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> Section 91.319(a) prescribes, in pertinent part, that no person may operate an experimental category civil aircraft for other than the purpose for which the certificate was issued or for carrying persons for compensation or hire.
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> Section 119.5(g) prescribes, in pertinent part, that no person may operate as a commercial operator without, or in violation of, an appropriate certificate and appropriate operations specifications.

> Section 119.21(a) prescribes, in pertinent part, that each person who conducts operations as a commercial operator engaged in intrastate common carriage of persons for compensation or hire shall comply with the certification and operations specifications requirements of subpart C of part 119, which describes certification, operations specifications, and other requirements for operations conducted under 14 CFR parts 121 and 135.

The petitioner supports its request with the following information:

> The petitioner states that PFAM is a California non-stock corporation qualifying for tax-exempt status under Title 26 of the United States Code (Internal Revenue Code) § 501(c)(3). Mr. Edward T. Maloney first established PFAM in Claremont, California, on January 12, 1957, as the first permanent aviation museum west of the Rocky Mountains. The petitioner notes that the concept of a flying museum became a reality when the vintage aircraft were restored back to their original operational condition.
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> The petitioner states that, since the museum's inception, PFAM's collection has continued to grow and has moved to the historic World War II (WWII) Cal-Aero Field at the Chino Airport in Chino, California. This museum currently possesses one of the largest and most unique collections of aircraft in the world, and it is visited by over 20,000 people a year. Its collection consists of over 140 aircraft, 30 of which are flyable examples of their type. The petitioner notes that PFAM continually strives to obtain and restore as many historically valuable aircraft as possible. Its onsite restoration facility allows PFAM to consistently work on new restoration projects, bringing some aircraft back to their original flyable condition and restoring other aircraft for static viewing. The petitioner states that flyable aircraft are maintained and flown on a regular basis at airshows around the country and for various motion picture projects, as well as during special flying events held at the museum on the first Saturday of each month. The petitioner notes that PFAM publishes a newsletter and has an Internet Web site.
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> The petitioner states that PFAM celebrated its 40th anniversary in 1997 and hosted a Celebration in the Sky that attracted approximately 6,500 PFAM members and members of the general public. Attendance at this event confirms that the air museum is committed to continuing aviation-related educational activities for PFAM members and the general public.
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> The petitioner notes that two special attractions at the museum include the world's largest collection of WWII Japanese aircraft and a flyable Northrop N9MB Flying Wing. The petitioner states that the museum also has many one-of-a-kind surviving

aircraft types, as well as a large display of aircraft models, aviation artifacts, and other aviation memorabilia. The museum also hosts the "Hands on Aviation" education program, which is designed to teach children, from preschool to high school, about the past, present, and future of aviation.

The petitioner states that PFAM's outreach effort, the PFAM Grand Canyon Museum, houses a variety of aircraft, including World War I vintage aircraft and modern-day jet fighters. The petitioner notes that the Grand Canyon Museum is as unique as the Chino museum, but on a smaller scale, housing some very rare aircraft, including General Douglas MacArthur's personal transport, a Lockheed C–121 called "Bataan." This museum also houses America's first airliner, the 1928 Ford Trimotor. The petitioner adds that both aircraft are flyable.

The petitioner states that PFAM would like to provide flight experience to its "Friends of the Museum" members and others in its B–25, F4U–1A, P–40, P–51, and SBD–5 vintage military aircraft. The petitioner notes that these aircraft are certificated in the limited or experimental exhibition categories. The petitioner also notes that membership in the PFAM is obtained through charitable donations to the organization.

The petitioner states that to more fully involve its members and others in PFAM's historic aircraft operations, PFAM requests that it be permitted to continue operations under Exemption No. 7063. The petitioner notes that, in addition to the aviation events that take place every month at PFAM in Chino, California, PFAM also participates in significant aviation events throughout the country, illustrating its commitment to providing hands-on experiences with historic former military aircraft for its members and the general public.

The petitioner states that airmen involved in PFAM flight operations are well qualified and are required to participate in a recurrent training program. PFAM performs aircraft maintenance in accordance with FAA regulations and appropriate military technical orders. A grant of exemption will allow PFAM to continue its mission of educating its members, as well as the general public, concerning U.S. aviation history. The petitioner states that PFAM's ability to ensure the safety of its passengers combined with the value of its activities to its members and the general public make it in the public interest to grant its petition.

The petitioner states that a grant of exemption would be in the public interest because without the financial support PFAM receives from providing flight experiences in former military aircraft, its programs would be seriously damaged. PFAM's ability to provide flight experience educational opportunities to its members and the general public at its museums and at aviation events throughout the country would assist in the financial support necessary for each aircraft. The petitioner states that PFAM's ability to provide flight-related activities is critical to the completion of the PFAM mission and

that the additional financial support that would be obtained through operation of these former military aircraft, as well as the additional interest that would be generated through their operation, would provide both immediate financial and potential long-term growth opportunities for PFAM.

The petitioner states that the operation of PFAM aircraft does not affect either air carriers or part 91 operators that operate aircraft type-certificated in the standard category. The individuals who participate in a flight experience with PFAM are not aboard the aircraft for the purpose of transportation. The petitioner states that participation is focused educational and historical experiences, and PFAM does not hold itself out for transportation for compensation or hire. The petitioner also notes that PFAM's operations do not compete with those air carriers possessing a part 121 or part 135 certificate.

The petitioner indicates that under a grant of exemption, an equivalent level of safety to that provided under the regulations would be maintained. The petitioner states that the safety of its pilots, its members, and the general public is a fundamental concern of PFAM. PFAM conducts all flight operations and training flights at a level that meets or exceeds military or civilian requirements. The petitioner adds that PFAM conducts all training in accordance with its written training program. This training program includes all aspects of aircraft operation, including a ground school and written examination, a flightdeck checkout, demonstration of airport procedures, and the conduct of a number of local flights, which include air work, landings, and takeoffs. The petitioner states that PFAM requires each of its pilots to possess a class II medical certificate and a commercial pilot certificate but not a current instrument rating. The petitioner also states that PFAM conducts its flight operations in accordance with the operator's manual for the specific aircraft being flown.

The petitioner states that PFAM maintains its aircraft to a level of safety equivalent to what would be expected in an aircraft type-certificated in the standard category. PFAM uses an FAA-approved inspection program in the maintenance of PFAM's B–25 aircraft. The petitioner further notes that PFAM maintains its single-engine aircraft under a similar inspection program. In addition, the petitioner states that PFAM maintains all aircraft that participate in PFAM's flight activities in accordance with part 43 and conducts a periodic hour-based inspection on each aircraft. The petitioner also states that PFAM would maintain all participating aircraft pursuant to the appropriate military technical order.

The FAA's analysis/summary is as follows:

> The FAA fully considered all the petitioner's supportive information and finds that a partial grant of exemption is in the public interest and would provide a level of safety equivalent to that provided under the regulations.
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> In granting relief to operators of U. S. manufactured, WWII vintage aircraft that hold limited or experimental category airworthiness certificates, the FAA has recognized that the only way for a person to experience the flight characteristics of an aircraft is to be able to ride in the aircraft. In granting previous exemptions, the FAA found that only those aircraft with experimental airworthiness certificates can adequately replicate the experience and that those aircraft holding a standard airworthiness certificate cannot. However, if the FAA determined that the flight could be conducted in an aircraft holding a standard airworthiness certificate, the request for exemption was usually denied.
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> PFAM was originally issued Grant of Exemption No. 7063 to permit it to conduct operations in its B-25, F4U-1A, P-40, P-51, and SBD-5 aircraft because the history and experience of flight in the WWII vintage aircraft could not be accomplished in standard category aircraft. This exemption expired in 2001.
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> The FAA believes that the regulatory scheme adopted in 14 CFR establishes appropriate safety standards for aircraft operators and crewmembers. Therefore, an exemption from aviation safety regulations is not routinely granted if the proposed operation can be performed in full compliance with the rules. Those requesting an exemption from a particular standard or set of standards must demonstrate the following: (1) the flight cannot be performed in full compliance with FAA regulations, (2) there is an overriding public interest in conducting passenger flights on the aircraft, and (3) the measures that should be taken to establish an appropriate level of safety for the flight. While the FAA recognizes that the preservation of U.S. WWII aviation history is in the public interest, just as the preservation of historic buildings, historic landmarks, and historic neighborhoods have been determined to be in the public interest, it must ensure the safety of these operations.
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> The FAA has determined that WWII or earlier vintage airplanes are different from other types of aircraft and they are worthy of receiving an exemption for the following reasons. First, the FAA has determined that no other standard airworthiness certificated aircraft can provide the public with the unique opportunity to experience flight in an aircraft such as a B–17 Flying Fortress or a B–24 Liberator.

Second, many of these airplanes likely will not be operational in the future as replacement parts and the special gasoline used by these airplanes will likely become too difficult to obtain. Thus, the FAA has determined that the public has an interest in preserving these WWII vintage airplanes for short flights to provide a historical appreciation of military aviation from this time period.

Third, these aircraft are older and slower multiengine airplanes. These features allow the flightcrew time to take appropriate corrective measures in the event of an in-flight emergency and to avoid a serious incident.

Fourth, in permitting passenger flights in WWII or earlier vintage airplanes, the FAA has required flight crewmembers to meet certain qualification and training requirements (for example, requirements for an FAA-approved training program, maintenance of training records, reporting procedures, and more stringent pilot qualifications). These training requirements can be satisfied by persons not affiliated with the military, because special training equipment (simulators, ejection seat training) is not necessary.

Thus, the FAA has adopted the following policy with regard to exemptions from 14 CFR to operate (1) experimental category airplanes certificated under the provisions of § 21.191(d) for exhibition purposes, or (2) limited category airplanes (§ 21.189) for the purpose of carrying persons for compensation on local educational or nostalgia flights. The policy applies to aircraft that have been issued a special airworthiness certificate which are otherwise not eligible to be used for the carriage of persons or property for hire. The aircraft that is the subject of the exemption must meet the following criteria:

(1) Be a former, U.S. military, WWII or earlier vintage airplane;
(2) Be piston-powered;
(3) Either be designed as a crew-served airplane or multiple-seat airplane with more than one pilot seat; or
(4) Be a replica of the vintage that is so unique as to warrant further consideration; and
(5) Have been manufactured on or before December 31, 1947.

Therefore, the FAA has determined that PFAM's F4U-1A, P-40, and P-51 aircraft originally designed and manufactured as single-seat aircraft, will not be included in this partial grant of exemption, even though those aircraft were modified under an FAA-approved process.

The FAA fully considered all the petitioner's information and has found that a partial grant of exemption would be in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, Planes of Fame Air Museum is granted an exemption from 14 CFR §91.315, 91.319(a), 119.5(g), and

119.21(a) to the extent necessary to allow Planes of Fame Air Museum to operate its former military North American B-25 and Douglas SDB-5 airplanes. The exemption permits those aircraft, which have been issued airworthiness certificates in the experimental category, for the purpose of exhibition, to be used for the carriage of passengers on local educational flights for compensation or hire. This grant of exemption is subject to the following conditions and limitations:

1. PFAM must maintain the B-25 and SBD-5 in accordance with the --

   a. Maintenance requirements as specified in the specific make and model type specification sheet as amended;

   b. FAA-approved maintenance and inspection program that meets the requirements of §91.409; and

   c. Specific make and model technical manuals.

2. The pilot in command (PIC) must --

   a. Hold at least a commercial pilot certificate with an airplane single engine land rating, an airplane instrument rating, and an appropriate Letter of Authorization (LOA) for that aircraft;

   b. Have completed within the previous 12 calendar months, PFAM's PIC qualification and recurrent flight and ground training program in the aircraft for which PIC privileges are sought;

   c. Have completed within the previous 12 calendar months, PFAM's PIC proficiency check in the aircraft for which PIC privileges are sought;

   d. Have at least a total of 2,500 hours of aeronautical flight experience, 1,000 hours of aeronautical flight experience in single-engine land airplanes, and 25 hours in the applicable aircraft; and

   e. Have accomplished within the previous 90 days, three takeoffs and three landings to a full stop in the aircraft for which PIC privileges are sought. For initial PIC qualification in the aircraft, or if the pilot has allowed his/her takeoff and landing currency to lapse in that aircraft, the takeoff and landing currency may not be accomplished during passenger-carrying operations.

3. PFAM must develop and maintain a written B-25 and SBD-5 qualification and recurrent ground training program for its PICs that covers the training subjects listed below. Each PIC in the B-25 and SBD-5 must receive the following training and iterations of training within the previous 12 calendar months prior to serving in a PIC position in that aircraft:

REQUIRED TRAINING TASKS	ITERATIONS
a. General information and description of the airplane	1
b. Aircraft limitations	1
c. Aircraft servicing	1
d. Airspeeds	1
e. Fuel system	1
f. Electrical system	1
g. Hydraulic system	1
h. Engines	1
i. Instruments and avionics	1
j. Landing gear, brakes, controls, and flap system	1
k. Pneumatic system	1
l. Emergency procedures, including:	
(i) Instruction in emergency assignments and procedures	1
(ii) Instruction in crewmember coordination	1
(iii) Individual instruction in the location, function, and operation of the emergency equipment including fire detection and extinguishing systems and procedures	1
(iv) Instruction in the handling of emergency situations including:	
A. Fire in flight or on the surface and smoke control procedures with emphasis on electrical equipment and related circuit breakers found in the cockpit area	1
B. Illness, injury, or other abnormal situations involving passenger or flight crewmember	1
m. Weight and balance	1
n. Performance planning	1
o. Airplane checklist	1

4. PFAM must develop and maintain a written B-25 and SBD-5 qualification and recurrent flight training program for its PICs in the aircraft that covers the area of operations, tasks, and iterations as listed in the following table of training tasks. Each PIC in the B-25 and SBD-5 must successfully accomplish this training before being assigned PIC responsibilities and duties under this grant of exemption. Each PIC in

the B-25 and SBD-5 must receive and successfully accomplish the following training and iterations of training within the previous 12 calendar months prior to serving in a PIC position under this grant of exemption.

REQUIRED TRAINING TASKS	ITERATIONS
a. Preflight preparation	
(i) Aircraft exam (oral or written)	1
(ii) Aircraft performance and limitations (oral or written)	1
b. Ground operations	
(i) Preflight inspection	4
(ii) Cockpit resource management	4
(iii) Powerplant start procedures	4
(iv) Taxiing	4
(v) Pre-takeoff checks	4
c. Takeoffs and departures	
(i) Normal and crosswind takeoffs (within the previous 90 days)	3
(ii) Powerplant failure	3
(iii) Aborted takeoff	3
d. In-flight maneuvers	
(i) Steep turns	4
(ii) Approach to stalls	4
(iii) Powerplant failure	4
(iv) Specific flight characteristics	4
e. Landings and approaches to landings	
(i) Normal and crosswind approaches and landings (within the previous 90 days)	3
(ii) Maneuvering to a landing with a simulated powerplant failure	3
(iii) Rejected landing	3
(iv) Landing from a no-flap or a non-standard flap approach	3
f. Normal and abnormal procedures	
(i) Powerplant	3
(ii) Fuel system	3
(iii) Electrical system	3
(iv) Hydraulic system	3
(v) Environmental and pressurization system	3
(vi) Fire detection and extinguishing system	3
(vii) Navigation and avionics system	3
(viii) Flight control system	3

(ix) Aircraft and personal emergency equipment	3
g. Emergency procedures	
(i) In-flight fire and smoke control	2
(ii) Emergency descent	2
(iii) Emergency egress	2
h. Postflight procedures	
(i) After landing procedures	4
(ii) Parking and securing aircraft	4

5. Each PIC in the B-25 and SBD-5 must successfully accomplish a proficiency practical test upon completion of the initial qualification training program and upon completion of the recurrent training program (every 12 calendar months after completion of the initial and recurrent qualification training program). The proficiency practical test must cover the areas of operations and the tasks listed below in the following "REQUIRED TESTING TASKS" table. Each PIC in the B-25 and SBD-5 must be found competent and proficient by the Riverside, California, Flight Standards District Office (or by a procedure that has been approved by the Riverside Flight Standards District Office) on those areas of operation and tasks before being assigned PIC duties and responsibilities in the B-25 and SBD-5 for PFAM.

REQUIRED TESTING TASKS	ITERATIONS
a. Preflight preparation	
(i) Aircraft exam (oral or written)	1
(ii) Aircraft performance and limitations (oral or written)	1
b. Ground operations	
(i) Preflight inspection	1
(ii) Cockpit resource management	1
(iii) Powerplant start procedures	1
(iv) Taxiing	1
(v) Pre-takeoff checks	1
c. Takeoffs and departures	
(i) Normal and crosswind takeoffs	1
(ii) Powerplant failure	1
(iii) Aborted takeoff	1
d. In-flight maneuvers	
(i) Steep turns	1
(ii) Approach to stalls	1
(iii) Powerplant failure	1
(iv) Specific flight characteristics	1
e. Landings and approaches to landings	
(i) Normal and crosswind approaches and landings	1

(ii) Maneuvering to a landing with a simulated powerplant failure	1
(iii) Rejected landing	1
(iv) Landing from a no-flap or a non-standard flap approach	1
f. Normal and abnormal procedures	
(i) Powerplant	1
(ii) Fuel system	1
(iii) Electrical system	1
(iv) Hydraulic system	1
(v) Fire detection and extinguishing system	1
(vi) Navigation and avionics system	1
(vii) Flight control system	1
(viii) Anti-ice and de-ice systems	1
(ix) Aircraft and personal emergency equipment	1
g. Emergency procedures	
(i) In-flight fire and smoke control	1
(ii) Emergency descent	1
(iii) Emergency egress	1
h. Postflight procedures	
(i) After landing procedures	1
(ii) Parking and securing aircraft	1

6. PFAM must document and record all ground and flight training and/or testing required by this grant of exemption in a manner acceptable to the FAA's Riverside Flight Standards District Office. The documentation and records must contain the following information:

a. Date of each training session

b. Date of each testing session

c. The amount of time of each session of ground and flight training given

d. The amount of time of each session of ground and flight testing given

e. Location where each session of ground and flight training was given

f. Location where each session of ground and flight testing was given

g. The airplane registration number in which each flight training session was given

h. The airplane registration number in which each flight testing session was given

i. The name and certificate number of the pilot who provided each session of training

j. The name and certificate number (including date of issuance of the letter of operational authority) of the pilot who provided each session of testing

k. The signature and printed name of the pilots who received or provided the training (as appropriate). The pilot's signatures will serve as a verification of having completed each session of training.

l. The signature and printed name of the pilot who completed the testing. That pilot's signature will serve as a verification of having provided each session of testing.

7. When requested, the PFAM pilot qualification and recurrent ground and flight training programs and/or record listed in condition Nos. 3, 4, 5, and 6 must be made available to the Riverside Flight Standards District Office, 6961 Flight Road, Riverside, California, 92504-1991, (909) 276-6701.

8. PFAM must have the services of an FAA0-certificated airframe and powerplant mechanic or an appropriately rated repair station available at all stopovers to perform all required maintenance inspections and repairs.

9. PFAM will maintain the following information and records and will make those records available for review to the FAA when requested:

a. The name of each pilot crewmember PFAM authorizes to conduct flight operations in its airplanes under the terms of this exemption.

b. Copies of each PIC's pilot certificate, medical certificate, qualifications, and initial and recurrent training and testing documentation to comply with condition Nos. 3, 4, 5, and 6; and,

c. Records of maintenance performed and maintenance inspection records to comply with condition No. 1.

10. PFAM shall notify the Riverside Flight Standard District Office within 24 hours of any of the following occurrences by written report, by electronic mail, or by facsimile:

a. Each in-flight fire in any system that requires activation of any fire suppression system or discharge of a portable fire extinguisher.

b. Each airplane component or system that causes, during flight, accumulation or circulation of noxious fumes, smoke, or vapor in any portion of the cockpit or crew area.

c. Except for training, each occurrence of engine shutdown and the reason for such shutdown.

d. Any landing gear system or component failures or malfunctions which require the use of emergency or standby extension systems.

e. Each failure or malfunction of the wheel brake systems that cause loss of brake control on the ground.

f. Each airplane structure that requires major repair due to damage, deformation, or corrosion, and the method of repair.

g. Each failure or malfunction of the fuel system, tanks, pumps, or valves.

h. Each malfunction, failure, or defect in any system or component that requires taking emergency action of any type during the course of any flight.

i. For the purpose of this section, "during flight" means the period from the moment the airplane leaves the surface of the earth on takeoff until it touches down on landing.

11. Before permitting a person to be carried on board the airplane for the purposes authorized under this exemption, PFAM will inform that person that this aircraft holds only an experimental airworthiness certificate for the purpose of exhibition at airshows and other aviation related events such as movie and television productions and that the FAA has authorized this flight under a grant of exemption from the requirements of sections 91.319(a)(2), 119,5(g), and 119.21(a). PFAM must also explain the significance of the experimental airworthiness certificate as compared to a standard airworthiness certificate. The explanation of the significance of an experimental airworthiness certificate as compared to a standard airworthiness certificate must include at least the following information:

a. The FAA has not established nor has it approved category or experimental category airworthiness-certificated aircraft manufacturing standards. In contrast, standard category airworthiness-certificated aircraft are manufactured to FAA-approved standards, including standards addressing the design of the aircraft and life-limited parts.

b. An aircraft may be issued an experimental airworthiness certificate for the purpose of exhibition when the aircraft is intended only for exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at airshows, motion picture, television, and similar productions and the maintenance of exhibition flight proficiency, including (for persons exhibiting the aircraft) flying to and from such airshows and productions.

c. Standard category airworthiness certificates are issued for an aircraft when the FAA finds the -

(i) Aircraft has been manufactured and maintained in accordance with that aircraft's type certificate standards as established by the FAA; and

(ii) The aircraft's inspection and maintenance requirements are in compliance with the applicable Federal Aviation Regulations.

12. All flight operations must be conducted --

a. At a minimum operating altitude of not less than 1,000 feet above the ground (AGL);

b. Between the hours of official sunrise and sunset, as established in the American Air Almanac, as converted to local time;

c. With a minimum flight visibility of not less than 5 statute miles;

d. With a minimum ceiling of not less than 2,000 feet AGL;

e. Within a 50-nautical-mile radius of the departure airport with landing only permitted at that departure airport; and

f. At an airport that has a fire station or fire-fighting services available or within close proximity of the airport.

13. No persons other than the assigned flight crewmember may be permitted at the pilot station of the airplane during flight operations.

14. Except for essential crewmembers, all flight operations must carry no more than the maximum number of passengers permitted by the aircraft's weight and balance limitations and number of approved seats in the airplane.

15. PFAM's B-25 and SBD-5 aircraft must have the equipment listed in section 91.205(b), and that equipment must be in operable condition during the flight.

16. If the airplane is to be operated overwater and beyond the power-off gliding distance from shore, PFAM's B-25 and SBD-5 aircraft must have the equipment listed in section 91.205(b)(12), and that equipment must be in operable condition during the flight.

17. PFAM must hold and continue to hold a determination from the U.S. Internal Revenue Service that it is a §501(c)(3) nonprofit, tax-exempt, charitable organization under §§ 509(a)(1) and 170(b)(1)(A)(vi) of the Internal Revenue Code.

18. PFAM must notify the Riverside Flight Standards District Office at least 5 working days (Mondays through Fridays) before conducting any PIC initial or recurrent qualification training and any PIC initial or recurrent proficiency checks required to be conducted under the terms of this grant of exemption.

19. No later than 72 hours prior to commencing flight operations under the terms of this grant of exemption, PFAM must notify the jurisdictional FAA Flight Standards District Office where it intends to conduct the flight operations and shall provide a copy of this exemption to that jurisdictional FAA Flight Standards District Office. This notification is in addition to the notification required at the Riverside Flight Standards District Office.

20. Failure to comply with any of the conditions and limitations of this grant of exemption will be grounds for the immediate suspension or revocation of exemption No. XXXX, as amended

This exemption terminates on March 31, 2006, unless sooner superseded or rescinded.

Issued in Washington, DC, on March 16, 2004

/s/
John M. Allen
Acting Director, Flight Standards Service